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IN SIGHT -  
IS  
CROOKES' GLASSES.  
N. LAZARUS  
OPHTHALMIC OPTICIAN.  
10, QUEEN'S ROAD CENTRAL, HONGKONG.

# The China Mail.

ESTABLISHED 1842

April 8, 1920, Temperature 62

Bathwater 60.00 inch

Humidity 92

April 8, 1921, Temperature 64

No. 17,919

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號八月四年十二百九千一英

HONGKONG, THURSDAY, APRIL 8, 1920

日十二月二年庚戌年九百一十九

PRICE \$3.00 Per Month

## BUSINESS NOTICES

**W. S. BAILEY & CO., LTD.**  
ENGINEERS and SHIPBUILDERS,  
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Marine and Land Engineers, Boiler-makers,  
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HARBOR REPAIRS CALL FLAG "L".  
SOLE AGENTS FOR "KELVIN MOTORS".  
Motors from 13 H.P. to 50 H.P. new in stock also spare parts.  
TELEPHONE:—Works K.31, Manager K.329; Harbour Engineer K.120;  
Works Sup. K.410.  
TELEGRAMS:—"SEYBOURNE."

**DRAGON MOTOR CAR CO.**

(THE EUROPEAN GARAGE).

CARS FOR HIRE IN HONGKONG AND KOWLOON

Agents in South China for—

Hudson, Essex, Dodge Brothers and Siddeley-  
Armstrong Motor Cars, Denby Motor Trucks  
and U. S. Tyres.

GARAGE AT 44 DES VORUX ROAD, TEL. 482, GARAGE AT 28 NATHAN RD. KOWLOON

**WATSON'S**

effervescent

**LIVER SALTS**

taken in the morning will quickly relieve  
that slight derangement and impart a  
feeling of health, vigour and exhilaration.

**A. S. WATSON & CO., LTD.,**

The Hongkong Dispensary.

**YEE SANG FAT CO.**

**RAIN COATS**

Guaranteed Waterproof.

FOR LADIES

\$8.00 to \$25.00, each

FOR GENTLEMEN

\$7.50 to \$30.00, each

FOR CHILDREN

\$5.50 to \$20.00, each

RUBBER OXER SHOES

\$2.25 to \$2.50, a pair

**YEE SANG FAT CO.**

Corner of Queen's Road & D'Almeida Street.

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**Dios Bros**

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2243.

**DONNELLY & WHYTE.**

WINE MERCHANTS.

TEL. No. 636.

A WELL-KNOWN FACT

**CAMPBELL MOORE & CO., LTD.**

ARE THE ONLY  
EUROPEAN HAT DRESSERS  
IN THE COLONY.

SPECIAL LADIES' SALON  
HONGKONG HOTEL BUILDING.

## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### GERMAN SITUATION.

Official and other reports of the situation in Westphalia and Ruhr show that German regulars entered Dortmund which the Reds had considerably plundered, and are advancing eastwards against much stronger Red forces. The regulars occupied Muelheim without fighting and the whole northern border of Ruhr. The Red losses near Felken exceeded 300. Two armoured cars and aviators participated. The Reds in the Hoerde district stormed the railway-station. The Reds were collecting at Essen, where they robbed Krupp's provision department; but the regulars are expected there immediately.

The minister for defence and commander-in-chief at Berlin issued a proclamation to Rhinish Westphalians denying that agreements with the workers had been broken by the entry of troops, who were ordered to avoid severity or provocation.

Goepfert, the head of the German peace delegation, visited the foreign ministry on April 5 and reiterated assurances as regards the purely policing character of the German operations in Ruhr, which he declared would end in a week, but the inter-allied commission of control declares that the German forces in Ruhr are utterly disproportionate to any mere restoration of order. Numerous concentrations of troops are progressing. For instance, there is one division stationed at Muenster, less than fifty miles from the Rhine, which has already begun to enter the forbidden zone. General Degoutte in a proclamation in the occupied zone declares a state of siege in the region of Frankfurt, Darmstadt and Dieburg. He prohibits all traffic between the newly occupied zone and the rest of Germany, except the transport of food. He establishes a postal censorship, suspends the newspapers, and takes over the military telephones and telegraphs.

PARIS, April 6.  
Mayence reports that the French advance was unopposed. It will be completed to-day. The result of the extension of the French bridgehead at Mayence by eighteen miles is an occupying force estimated to comprise 18,000, largely cavalry.

Apparently France acted in Germany without awaiting the consent of the Allies but according to Reuter's man at Paris no trouble is anticipated as the diplomatic circular sent by the French government to its representatives abroad emphasised that the action was in nowise of hostile intent. Britain's silence as regards the circular is taken as consent. Some of the French papers appeal for British co-operation with the fleet of otherwise against "continual violations of the treaty." The *Express* says that Britain having taken from the Germans what they demanded, it is only just that France should insist on ensuring her safety and guaranteeing the supplies of Ruhr coal. The writer adds that M. Millerand, when asked if Britain accepted the French viewpoint, replied: "Britain has been victorious. So has France. I am confident that all will end well."

The risk of the French action in Ruhr developing into an international crisis is emphasised by the Italian papers, which declare that Britain and Italy cannot ignore what is happening. According to the *Popolo Romano*, the cabinet has decided morally to support France while intimating that Italy will not participate in military measures against Germany. The British press sympathises with the French viewpoint that a militarist clique is responsible for the German advance, with the purpose of maintaining a counter-revolutionary army in Ruhr instead of at Berlin; but doubts the wisdom of France's separate action as tending to an immense extension of allied military commitments and the postponement of the settlement with Germany.

M. Millerand has notified Herr Meyer that the occupation of Frankfurt, Homburg, Hanau, Darmstadt and Dieburg will terminate immediately the German troops have completely evacuated the neutral zone.

### JAPANESE TAKE VLADIVOSTOK

NEW YORK, April 6.  
Japanese troops entered the city of Vladivostok after eight hours severe fighting.

### SOUTH WALES MINERS VIEWS

LONDON, April 6.  
Ten thousand South Wales miners have passed a resolution against nationalisation of the mines. They advocated a system of profit sharing after payment of a fair dividend and proper wages to the workmen.

### COLONIAL HOME RULE

BONAR LAW REPROVED FOR CARELESS SPEECH

April 6.  
The *Manchester Guardian*, commenting on Bonar Law's speech in the Commons with reference to dominion home rule, with special reference to the fact that South African republicans are endeavouring to apply the argument in their favour, dwells on the importance of ministers thinking carefully when speaking at the centre of the empire. In order to avoid misinterpretation. The paper contends that Spots was absolutely right in his contention that the dominions are not entitled to secede from the empire. "The relation of the crown to provinces, Cape, or Transvaal is precisely the same as its relation to Cornwall or Lancashire. Spots is completely sound ground in maintaining that no portion of a single sovereign state can throw off allegiance on its own authority without an act of rebellion or revolution. We could not do it in England and it cannot lawfully be done in Canada or South Africa."

The *Manchester Guardian* attributes Bonar Law's speech to the fact that we have such good reason to rely on the goodwill of the dominions that any attempt to force their loyalty is unthinkable. "If Australia, whose consciousness of distinct nationality has grown so enormously in wartime, were to say to us some day that she wished the formal tie to be severed, then a friendly though foreign Australia would no clearly be a greater support to us in the world than an ungrateful Australia held down by force of arms. It is conceivable. As Bonar Law says we should certainly not try to force her. But that is not to say that any British Dominion might give us, as it were, a month's notice, would that the notice accepted."

## SUBWAYS FOR TOKYO ARE PLANNED.

CHARTERS GRANTED.

EXPERT COMING FROM LONDON.

Tokyo, March 25.—Tokyo is promised a subway rapid transit service within the next six or seven years, if the plans that have been framed by three promoting companies come to fruition.

The Government has granted charters to the Tokyo Railway Company, the Tokyo Rapid Transit Company and the Musashi Electric Company, to construct "tubes" in the city. An expert is expected to arrive in Japan shortly to advise and generally supervise the construction. This man, it is said, has had a long experience with the London "tubes."

When the scheme of constructing subway lines in Tokyo was first mooted, the Government encouraged the project, but stipulated that the different companies in the new enterprise should combine and make one big undertaking of the scheme. This was not agreed to, and for some time the Government withheld the necessary permission, but a few days ago granted the charters applied for.

PLANS TO BUILD 20.6 MILES.  
The Tokyo Railway Company proposes the construction of three lines, 20.6 miles in length. The first of these will be from Meguro to Oshige through Tsukiji; the second from Ikebukuro to Susaki, through Takadanobaba, Iidabashi and Otsumachi; while the third will be from Sugamo to Masebashi. The total cost is estimated at ¥ 92,000,000. It is hoped that work will be commenced this year and it is hoped to have all the lines running by 1927.

The Tokyo Rapid Transit Company proposes constructing a subway from Shinjuku to Otsuma via Hibiya and Masebashi. The distance is small being a little over 4 miles, but according to the present system of travelling, where one has to wait for the street car and then transfer twice or thrice, from 40 minutes to one hour is required to do distance. The company proposes to do the distance in less than 10 minutes.

The Musashi Electric Company proposes to construct a line from Meguro to Hibiya traversing the western outskirts of the capital. The route will be five miles in length and is estimated to cost about ¥20,000,000.

WILL BE GREAT TIME SAVER.  
The great saving of time that will result when these schemes reach fruition, and the subways are in good working condition, may be gauged by the claim of the promoters of the subway schemes that the distance between Shingawa and Asakusa will be done in 13 minutes in a "tube." At present to go from the Ginza to Asakusa, it takes well over an hour.

A great benefit that will result from this scheme, said one of the floaters of the new companies to the *Japan Advertiser*, "is that it will greatly relieve the congested state of travelling in Tokyo and the outskirts. At the present rate of overcrowding and deterioration of the rolling stock and tram tracks, the entire transportation system of Tokyo, by street cars, will be as good as tied up in three years. The street cars will continue to run even when the 'tubes' are in full working order, but they will be as different from the present cars as we hope to make the 'tubes' different from the narrow crowded boxes that now do service for the travelling public of Tokyo."

FORCES AN UNDERGROUND TOKYO.  
That the successful termination of the subway scheme may be the beginning of an "underground" world in Tokyo was another of the hopes entertained by the promoters. "Erection of skyscrapers will not be a successful project. The Japanese do not seem to care for that, and all laid and done, it is a question whether tall buildings are ornate. I rather think that they tend to mar the beauty of a city, though they may be impressive. After we have burrowed in, the ground and Tokyo is enabled to travel more comfortably and quicker, I hope to see others following in our wake too. It is not such an impossible project to put many of our smaller factories underground. That will relieve the housing situation considerably, and the ugly sights that are to be seen of little workshops dotting the city in irregular confusion everywhere will, I hope, go down below."

It is proposed to run the 'tubes' at an uniform speed of about 16 miles per hour. The trains will be available from 5 a.m. until midnight, and the charges will be 2 sen 5 rin per mile. Although the companies that have projected the subway scheme will not combine, it is understood that when the lines are all completed, they will amalgamate into one joint company, which will probably be semi-officially run, the Government subsidising the service partially. At places where subterranean excavation is inadvisable, the track will be elevated.—J. A.

## BUSINESS NOTICES

**AERTEX CELLULAR**

UNDERWEAR

THE HEALTHIEST AND MOST COMFORTABLE FOR HOT SEASON WEAR. IT IS EASILY WASHED, UNSHINKABLE, AND VERY DURABLE

STOCKED IN THREE QUALITIES

No. 933	VESTS, SHORT SLEEVES	PRICE \$2.50 EACH
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No. 1316	PRICE \$3.00 EACH <td></td>	
No. 1316	PRICE \$3.00 EACH <td></td>	
No. 1316	PRICE \$4.50 EACH <td></td>	
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**J. T. SHAW**  
SPECIALISTS IN MEN'S WEAR

Adds, Subtracts, Multiplies, Divides.

**\$10.00 CALCULATOR**

Compact and easy to use.

Sole Agents

**BREWER & CO.,**

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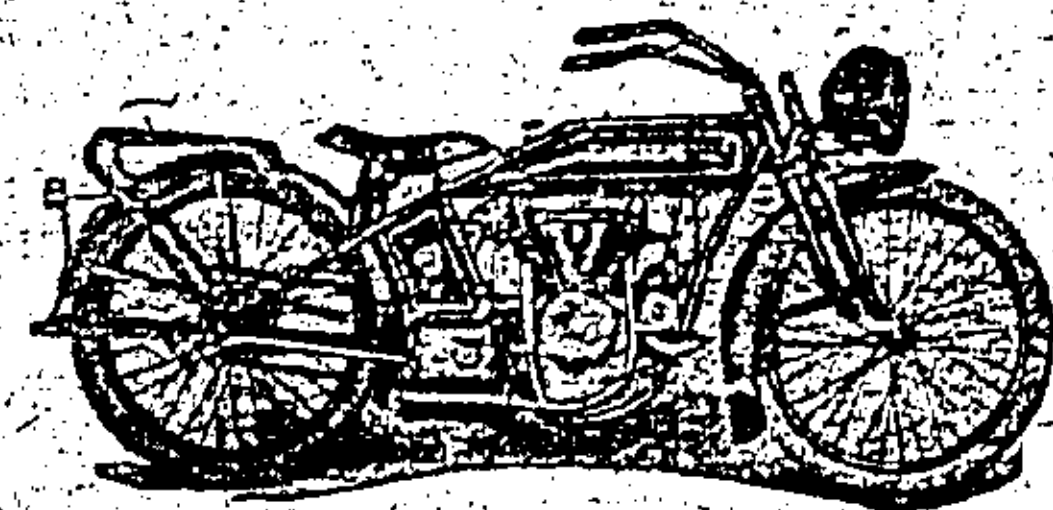
23 Queen's Road Central.

**J. ULLMANN & Co.**

French Firm, Established 1860.

Quality, Variety, Perfection.

**EMBLEM MOTOR CYCLES**



A LIGHTWEIGHT OF GRACE AND QUALITY  
AS GOOD AS IT LOOKS.  
SOLD COMPLETE WITH ACCESSORIES.

Manufacturers' Representative

**UNION ENGINEERING CO., LTD.**

OFFICES and SHOWROOM: 13, Charter Road.

**CALDBECK'S**

MANHATTAN

VERMOUTH

GIN

COCKTAIL

**CALDBECK, MACGREGOR & CO.,**

15, QUEEN'S ROAD CENTRAL.

**HANDLEY PAGE**

MULTIPLE ENGINED BIPLANES

**HANDLEY PAGE LTD.**

Orickwood, London, N.W.2.

Sole Agents for China:

**PEKING SYNDICATE LTD.,**

Sub-Agents for Hongkong and South China:

**W. R. LOXLEY & CO.,**

Hongkong







# Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT  
General Auctioneers  
Share, Coal and General  
Produce, Brokers and  
Commission Agents.

## PROPRIETORS

"To-Kwa-Wai" Coal Storage.  
Cable and  
Bentley's  
A. S. O. (4th) & 5th Editions.  
A 1 Telegraphic Code.  
Telegraphic Address  
"MEXICO" HONGKONG.

## PUBLIC AUCTIONS

THE Undersigned have received instructions from the Major General, Kaila, to sell by Public Auction, on

MONDAY,

the 12th April, 1920, at 2.30 p.m. at  
HEAD QUARTER HOUSE,  
The Whole of The  
Valuable Household Furniture,  
Ac., Ac., Ac.  
therein contained,  
consisting of:-

Hall-Hallstand, side and Card  
tables, Clock, Chinese gong, Ac.  
Drawing Room-Blackwood Cabinets,  
Tables, Stools and Flower stands,  
Sofas and chairs, Water colours, Stun-  
card lamps, Chinese vases, Carpet,  
Curtains, Ac., and one Arrio Piano  
by Bech with about 150 rolls music.  
Dining Room-Extension Dining  
Table and Chairs, Sideboard, Dinner  
Waggon, Glassware and Crockery,  
Curtains, Screens and several JAPANESE  
WARM COLORED and a quantity of E.P.  
WARE.  
Billiard Room-One Billiard Table  
by Stevens & Co., together with all  
accessories, chairs, pictures, Ac.  
Sitting Room-Bookcase, Writing tables  
Barograph, Ac.  
Bed Rooms-Double & Single Brass-  
mounted Beds, Camphorwood Ward-  
robes and Chest of Drawers, Towel  
racks, Linen baskets, Toilet crockery,  
Ac., Ac.  
Ore-Buildings, Garden and Cook-  
houses-Several Rickshaws, Lawn  
mowers, Tennis nets and poles, Bad-  
minton and Croquet sets, Stove and  
cooking utensils, Ac.  
And  
A large number of Pots of Plants.  
Catalogues will be issued.  
On view from Saturday, the 10th  
April.  
Terms:-Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, March 26, 1920.

THE Undersigned have received instructions to sell by Public Auction,  
(For Account of the Concerned),  
on

SATURDAY,

April 17, 1920, at 10.30 a.m.,  
at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Lee Horse Street.

Valuable Household Furniture,  
Ac., Ac., Ac.  
(Removed to Sales Rooms for  
convenience of sale),  
including:-  
Double and Single Beds, small  
Wardrobes, Wardrobes and Chest-of-  
Drawers, Office Desk, Filters, Cooking  
Utensils, Ac.,  
Also  
YACHT PIANO.  
Terms:-Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, April 7, 1920.

## FOR SALE.

THE Undersigned have received instructions to sell  
(For account of the concerned),  
The Yacht

"ERIN"

as she now lies off Ah King's Slipway.  
Further particulars and inspecting  
orders may be obtained from the under-  
signed.  
Terms:-Cash.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, March 29, 1920.

## TAKE CARE OF YOURSELF.

If you want a clear head and good  
digestion you must not let your  
bowels become clogged with poisonous  
waste from the body. It is always the  
case when you become constipated.  
Proper food, an abundance of water and  
plenty of outdoor exercise should keep  
your bowels regular. When they fail,  
you should take Chamberlain's Tablets.  
They cause a gentle movement of the  
bowel and are easy and pleasant to  
take. For sale by all Chemists and  
Storekeepers.

# WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS.  
\$1. PREPAID.  
Every additional word 2 Cents  
for 3 insertions.

## WANTED.

WANTED.-To Purchase a setter  
or Pointer PUP-(dog) apply  
1183 c/o "China Mail."

WANTED.-LADY, STENOGRAPHER  
capable of taking Dicta-  
tion State age nationality and salary  
required to Box 1184 c/o "China Mail"

## TO LET.

TO LET.-A SHOP in Nathan Road,  
Kowloon.  
Apply to Humphreys Estate & Finance  
Co., Ltd., Alexandra Buildings.

## NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.  
NOTICE TO CONSIGNEES.  
From EUROPE and STRAITS.

THE Company's Steamship  
"TATSUNO MARU,"  
having arrived from the above Ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and  
placed at their risk in the Godowns  
also Kowloon Wharf and Godown Co.'s  
Godowns at Kowloon, where each consignment  
will be sorted out mark by mark and  
delivery can be obtained as soon as the  
Goods are landed.  
Optional Goods will be carried on unless  
instructions are given to the contrary  
before Noon, To-day.  
Goods not cleared by the April 15,  
1920, will be subject to rent.  
Damaged packages must be left in the  
Godowns for examination by the Consignee's  
and the Co.'s representatives at an appointed  
hour on TUESDAY and FRIDAY.  
All claims must be presented within  
ten days of the steamer's arrival  
here, after which date they cannot be  
recognized. No claims will be admitted  
after the goods have left the Godowns.  
NIPPON YUSEN KAISHA  
Agents.  
Hongkong, April 6, 1920.

"BEN" LINE OF STEAMERS.  
From MIDDLESBRO, LONDON  
& STRAITS.

THE Steamship  
"BENVENUE"

CONSIGNEES of Cargo are hereby  
informed that all Goods are being  
landed at their risk in the hazardous  
and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf  
and Godown Co., Ltd., whence and/or  
from the wharves delivery may be  
obtained.  
No Claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
9th inst. will be subject to rent.  
All claims against the Steamer  
must be presented to the Undersigned  
on or before the 16th inst., or  
they will not be recognized.  
All broken, chafed and damaged  
Goods are to be left in the Godowns,  
where they will be examined on the  
9th inst. at 10 a.m.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by  
GIBB, LIVINGSTON & CO.  
Agents.  
Hongkong, April 3, 1920.

NOTICE TO CONSIGNEES.  
S.S. "WEST IVAN"

From SEATTLE, JAPAN and  
SHANGHAI

THE above mentioned vessel, having  
arrived from the above mentioned  
Ports, Consignees of cargo are hereby  
informed that their cargo is being  
landed at their risk into the Godowns  
and/or extra hazardous Godowns of the  
Hongkong and Kowloon Wharf and  
Godown Co., Ltd., Kowloon, and stored  
at Consignee's risk.  
All broken, chafed and damaged  
goods are to be left in the Godowns  
where they will be examined by  
Messrs. Carmichael & Clark on 9th  
instant at 10 a.m.  
All claims must be presented within  
a week of the Steamer's arrival here,  
after which they cannot be recognized.  
No claim will be admitted after  
the goods have left the Godowns and  
all goods remaining undelivered  
after 9th instant will be subject to  
rent.  
No Fire Insurance whatever will  
be effected.  
Consignees are requested to send  
in their Bills of Lading for counter-  
signature immediately.  
FRANK WATERHOUSE & CO.  
As Operators, U.S. Shipping Board  
3rd Floor, Hotel Mansions.

# INTIMATIONS.

HONGKONG TRAMWAY COMPANY,  
LIMITED.  
(Incorporated in the United Kingdom)

NOTICE is hereby given that the  
ORDINARY GENERAL MEET-  
ING of the Hongkong Tramway Com-  
pany, Limited, will be held at the  
Office of Messrs. Jardine, Matheson &  
Company, Limited, Pedder Street,  
Hongkong, on WEDNESDAY, the 14th  
day of April, 1920, at 12 o'clock Noon,  
to transact the ordinary business of the  
Company.

By Order of the Board,  
W. E. ROBERTS,  
Secretary.  
Hongkong, February 7, 1920.

## NOTICE.

MR. ARCHIBALD ORR LANG has  
This Day been admitted a Partner  
in our Firm in Hongkong and China.  
GIBB, LIVINGSTON & CO.  
Hongkong, April 1, 1920.

## NOTICE.

I have THIS DAY REMOVED my  
Office to No. 17, Queen's Road,  
Central, 1st floor.

J. H. GARDNER,  
Solicitor.  
Hongkong, March 31, 1920.

## NOTICE.

NATIONAL LOAN OF THE  
FOURTH YEAR OF THE  
REPUBLIC (1915).

SUBSCRIBERS to the above Loan are  
herby Notified that Redemption  
of the bonds drawn at Peking on the  
20th March, 1920, will begin on the  
12th April, 1920.

Payment in cash or its equivalent  
will be made at the Bank of China and  
Bank of Communications or any of the  
branches of the above banks and also at  
the Shanghai Office of the Hongkong  
and Shanghai Banking Corporation.  
Bonds having as their two terminal  
numbers any of the following groups,  
viz. 09, 11, 16, 25, 34, 40, 41,  
47, 55, 61, 67, 73, 80, 97, 99, are drawn  
bonds.

F. A. AGLEN,  
Inspector General of Customs.  
Inspectorate General of Customs,  
Peking, 26th March, 1920.

# THE ROYAL HONGKONG YACHT CLUB.

## NOTICE.

THE CLOSING CRUISE of the  
Season and presentation of Prizes  
will take place on SATURDAY, 10th  
April, at the Club House, North Point.

The Commodore, Vice-Commodore  
and Committee will be at Home to  
Members and friends from 4 p.m.

By Order,  
P. B. COLTHURST,  
Acting Hon. Sailing Secretary.  
Hongkong, April 7, 1920.

# REPULSE BAY HOTEL.

SATURDAY, April 10th,  
TEA DANCING from 4 to 7 p.m.  
DINNER DANCE from 8 p.m.

SUNDAY, April 11th,  
ORCHESTRAL CONCERTS during  
Tea and Afternoon Tea.

# NOTICES TO CONSIGNEES

THE Steamship  
"BOLTON CASTLE"

From NEW YORK.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being  
landed at their risk into the Go-  
dows of the Hongkong and Kowloon  
Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the  
wharves delivery may be obtained.  
Optional Cargo will be forwarded  
unless notice to the contrary be given  
before.  
No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
11th inst. will be subject to rent.  
All claims against the steamer must  
be presented to the Undersigned on  
or before the 10th inst. or they will  
not be recognized.  
All broken, chafed and damaged  
Goods are to be left in the Godowns  
where they will be examined on the  
10th inst. at 10 a.m. by Godard and  
Douglas.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by  
DOUGLAS & CO., LTD.  
Agents.  
Hongkong, April 6, 1920.

# RACING IN CHINA.

## THE SUPERLATIVE MONGOLIAN PONY.

One of the most firmly established  
institutions in the Far East is the racing  
of what we call the China pony (writes  
the Peking correspondent, of The Times).  
The beast concerned is not a China pony  
at all, but a Mongolian pony, and why he  
ever came to be known under the former  
style, is one of those mysteries that arise in  
Oriental lands. Anyway, the story  
given by the correspondent will awaken  
many an echo in the minds of former  
China hands.

From Hongkong all up the coast to  
Dahly, they race the China pony, and  
in Harbin, Peking, and Hankow as well.  
They used to race him regularly in  
Japan until the Japanese imported  
thoroughbred stock and now run their  
own animals, in preference. This racing  
is a small sport, for it absorbs a large  
part of the energies of the foreign  
commercial and other magnates of China  
for twice, two months in each year—namely  
spring and autumn, when the weather is of  
the kind that stimulates the heart of man.  
On those mornings when the bluster of  
winter is being driven away by the growing  
power of the sun! And those other mornings  
when the cool begins to replace the fiery  
heat of summer! "Racing in China," espe-  
cially in some places, is quite a big  
business, as much because of those  
lovely mornings as for the sport itself.  
You see, it is all amateur, and the  
noble owner out here superintends  
every bit of work that his horses do  
in training, as well as the stable man-  
agement. All our jockeys are G.R.'s,  
the very same fellows you meet in  
office, in clubs, and in drawing-rooms.  
The talk about it is incessant, "everlasting  
and absorbing." In those two periods of  
two months every foreigner who is not a  
Sinologue, or mad, or religious, gets him-  
self to the racetrack, on foot, or on horse-  
back, for the renovation of his health—  
prejudiced by cocktails and late hours—  
and in preparation for the high old bi-  
annual gamble.

Mongolia is really as big as Europe,  
a plateau 4,000ft. above sea-level, a  
huge plain frost-bound and dry as a  
bone in winter, a veritable carpet of  
green grass and glowing flowers in  
spring and summer. The inhabitants  
are nomads; their business pastoral,  
their wealth horses and cows, sheep  
and camels, as with the wandering  
Israelites of old. The tribe that has  
the run of a region as big as Great  
Britain is a pretty poor one. The  
Mongol who owns less than a hundred  
horses is a pauper. The more the  
wealthier, for the herd grows by itself,  
costs nothing to keep or house or pro-  
pagate. The horses never get any-  
thing to eat except what they can pick  
off the ground, and all the owner has  
to do for them is to corral them at  
night against wolves, and to march  
them on the graze in the direction of  
water.

## EUGENICS UNKNOWN.

Eugenics are unknown in Mongolia.  
The Mongolian pony has no pedigree.  
He is purely a product of nature, in  
winter a bag of bones, in summer  
hallooed to the bursting point by the  
superabundance of green meat. Shaggy  
is a Highland steer, straight in the  
shoulder, high in the hocks, short in  
the neck, goose-rumped, one would  
think the very last thing on God's  
earth meant to race. But the  
Mongols race him, any distance from  
five up to fifty miles. Their system  
of training would make a vegetarian  
laugh. They let the little beast eat  
grass in summer until he is swollen  
to the maximum! Then they begin  
working him harder and harder, and  
harder, until the grass belly on him  
has all gone into muscle on back and  
legs. They then tie him up to a tree  
for twenty-four hours, so that he can  
get no more grass or water, where-  
after he is fit to run for his life and  
the glory of the proud owner.

It is a very different story when this  
funny little fellow comes down to  
China. He arrives looking exactly  
like a Teddy Bear, a knot in his tail  
to keep it off the ground, frightfully  
timid, astonishingly hungry. The  
taste of grain turns him into a tiger  
for food. For a fortnight he does  
nothing but eat and walk. Then the  
mafoo (native groom) is put up. In  
a month he is being regularly backed,  
and in two months he is as hard as  
rails with copious fast trotting.  
Then he is clipped, and the trans-  
formation is marvellous. Behold now  
the incarnation of spirit, stuffed to  
the throat with oats, eager, lively,  
nervous, round as a robin, muscular,  
shapely, a miniature war horse of the  
kind the Greeks put in their battle  
charter, and ready for a period of hard  
cantering and galloping. Height, 13  
hands, all the canons of shape and  
make violated, but a living horse,  
bold of eye, satin-coated, clean-limbed.  
No more is he asked to gallop  
tens of miles. The shortest race is  
the half-mile, the longest two miles.  
The minimum weight for a 12-hand  
is 10st. The average 13-hand carries  
10st. 12lb. These weights because of  
the amateur jockeys.

Now when you compare the time  
of our China pony with that of a  
thoroughbred race horse, or even with  
that of a steeple chaser, in other lands  
you will smile good-naturedly at the  
little bubble puppy. True, Ivanhoe  
won the Cesarewitch in 3min.

# RENTS IN CALCUTTA.

A "Calcutta Gazette Extraordinary"  
contains the provisions of the  
Calcutta Rents Bill with a statement  
of its objects and reasons. The  
chief features of the Bill are the fixing  
of a standard rent, the appointment  
of a controller to regulate rents, and  
the imposition of penalties for ex-  
tortion. In the statement of objects  
and reasons, the standard rent is  
taken as the rent on which the  
premises were let on the 1st April,  
or if they were not let on that date,  
as the rent at which they were last let  
before that date. The act will be  
only temporary in its operation, that  
is to say, it will extend over a period  
of three years, and by that time it is  
expected that the supply of houses,  
owing to new construction, will  
be equal to the demand. The Bill  
follows the example of the legisla-  
tion already in force in Bombay  
and Rangoon, but there are impor-  
tant exceptions borrowed from recent  
English legislation. The definition  
of standard rent is to be varied where  
the premises have been built after  
the 1st April 1919. In the case of  
these premises the rent at which  
they are first let is to be the standard  
rent, and provision is also made for  
the expiration of leases of five years'  
duration and upwards. The Bill  
provides that where the rent of any  
premises has been or is, during the  
continuance of the Act, increased  
above the standard rent, the amount  
by which the amount payable exceeds  
the amount which ought to have  
been paid shall, notwithstanding any  
agreement to the contrary, be re-  
coverable. The Rent Controller  
may allow an increase of rents by  
an amount not exceeding 10 per cent.  
of the costs of repairs or an increase  
of assessment justify it.—Ex.

49sec., while it took a little fellow  
here 4min. 22sec. to cover the same  
distance. A good 14-hand Arab in  
India will do his mile in 1min. 54sec.,  
whereas our record here is barely  
under 2min. 2sec. Quite so; but  
Ivanhoe is 16 hands and carried 7st  
12lb., while our China pony carried  
10st. 12lb. The Arab also has a  
hand to the good in height and three  
score advantage in weight. The mar-  
vel is that so little a horse, with so  
big a weight, can do what our China  
ponies do. Moreover, you can pull  
out the China pony twice a day for  
three days in succession, which no  
thoroughbred in the world would  
stand. It happened here that an  
owner with more faith than knowl-  
edge ran his best in the morning  
over a mile and a quarter, with un-  
fortunate financial results. Still con-  
fident, he had him out over six fur-  
longs in the afternoon, thinking the  
shorter distance would suit him better.  
More disaster. Now satisfied that his  
animal was a stayer, our noble owner  
weighed him out for the third time for  
a 12 mile race, slushed a bottle of  
whisky over rump and withers, and  
was justified by seeing his property  
win in a canter.

## GOODWOOD ON A SMALL SCALE.

Twice a year in China we have our  
two or three-day meeting, of nine or  
ten races daily, four before lunch, six  
after. Banks are closed and all for-  
eign business suspended. These two  
months of early rising, abstemious  
living, and anxious forethought have  
led up to the grand dénouement.  
Everybody has luncheon parties on  
the course, and the whole of the  
foreign community is there, rejoicing  
in the beauty of the trees that sur-  
round the racing track, and in the  
loveliness of the spring breeze that  
blows over them. The men have  
done their betting previously on the  
lotteries, the ladies carry bags full  
of dollars for operations on the totali-  
sator. There are no bookies, except an  
occasional amateur. In wealthy  
commercial communities, a successful  
owner can rake in £20,000 in the  
lotteries, but in the less opulent capi-  
tal, where we are mostly political  
hangers-on, it takes a terrible lot of  
luck to make a few hundreds. The  
sport, nevertheless, is there in the  
highest degree, together with over-  
flowing hospitality and frocks to beat  
the band. Goodwood on a small  
scale.

There is on record an event which  
remarkably indicates the stamina and  
powers of the China pony. After the  
Boxer Rebellion, the Germans organ-  
ized a race between Tientsin and  
Peking, on the lines of the military  
trials which take place in Continental  
armies. Weight 11 stone, the win-  
ner to pass a condition test. The dis-  
tance is exactly 78 miles, and it was  
accomplished by the leader in 7hrs.  
30min., the second and third being  
only a few minutes behind. All three  
ponies passed the condition test, and  
one of them played polo the day after.  
Probably nothing better of the kind  
has ever been done anywhere else in  
the world. It seems to be said of  
our China pony—God bless him!—  
that, besides racing, he plays polo,  
goes across country like a bird, makes  
a reliable charger, and an incompar-  
able trapper. Verily, I believe, would  
he wait at table if politely asked.

## SERVES THE WHOLE FAMILY.

HE is of "Cham-erlain's" Gough  
Remedy is world wide. It is good  
for the deep seated cough of the adult  
or the croup and whooping cough of the  
child. The same Gough Remedy serves the  
whole family. For sale by all Chemists  
and Storekeepers.

# NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.  
AND  
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.  
FIRE, MARINE, LIFE AND MOTOR ACCIDENT.  
For Rates and Particulars apply to the General Agents  
UNION TRADING CO., Prince's Building.

# THE HOTEL ASIA

WEST BUND, CANTON.

The highest building in Canton affording a  
panoramic bird's eye view of the whole  
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.  
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard  
room, Roof Garden, Cinematograph Theatre and every modern  
convenience provided.

Special monthly and family rates can be  
arranged on application to

THE SUN CO., LTD.,

Proprietors.

LONG HING & CO. PHOTO SUPPLIES.  
DEVELOPING & PRINTING A SPECIALITY.  
No. 17, QUEEN'S ROAD CENTRAL, HONGKONG.

## NEW YORK'S LEADING HOTELS

JOHN MEE BOWMAN, PRESIDENT

COMMODORE	BILTMORE
MANHATTAN	BELMONT
MURRAY HILL	ANSONIA

This group represents every type of first-class hotel, all of which are centrally located.

TRIALS SOLICITED BY  
JAMES STEER  
THE CHRONOMETER AND WATCH MAKER  
(Contractor to H. M. Naval Yard.)  
9, Lee House Street, HONGKONG.

MOTOR THE REPUBLIC MOTOR BOAT FOR  
BOATS. Co., Ltd. HIRE.  
SERVICE DAY AND NIGHT.

Head Office: Praya East Station at Blaka Pier.  
Tel. 307. Tel. 1527.  
Passengers conveyed to and from steamers or across the harbour. Our  
reliable craft are eminently suited for PLEASURE PARTIES, roomy but  
economical.

KOWLOONITE.  
Forget the last Ferry. We take you to Tsim Sha Tsui for \$1.00—special-  
ly reduced fare.  
General Fares: \$2.00 per hour or part thereof, or \$1.00 per trip not  
exceeding 15 minutes.  
Our runners will meet you on the WESTERN SIDE of Kowloon. For  
long trips and hire by the day apply to the Superintendent there.  
MOK LIN, Managing Director.

These Cigarettes are made of selected Mild  
leaf tobacco and quite harmless to those  
who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.  
165, Des Voeux Road, Hongkong.

THE GLOBE CIGARETTES  
THE ORIENT CIGARETTES

MADE IN HONGKONG







## TO-DAY'S CABLES.

(Renter's Service to the China Mail.)

## AMERICAN EXCHANGE.

## RECOVERY OF THE POUND STERLING.

LONDON, April 6.

General satisfaction is noted at the gradual recovery of the pound sterling in New York, which crossed the four dollar mark at Eastertime for the first time since the end of November. The pound is now worth 16s. 3d. in America as compared with 13s. 1d. in February. The improvement is partly due to sentiment, and partly to a real recovery of the financial position between England and America. The recent Anglo-French decision to repay the half billion dollar loan awakened greater confidence in America as regards British ability to pay her debts. It is expected that four fifths of the British share of the loan will be repaid by a shipment of gold. Improvement of the trade position also assists the recovery of exchange, which is expected to go still better as a result of the forthcoming large inflow of American visitors to Britain.

## FORTUNES IN FILM-RENTING.

## A LITTLE KNOWN INDUSTRY.

Familiar as the general public are with the modern picture house and its myriad attractions, there are but few people outside the cinema trade who have more than the haziest notion as to what is meant by the expression "film renting."

Film renting is strictly speaking an agency business that grew up side by side with the manufacture of films as an integral part of the cinematograph industry. Its main object is the distribution of films to the actual exhibitor. It was a natural development of the trade which speedily came into being on account of the difficulties encountered by manufacturers. One has only to visualise the vast and world-wide organisation necessary to the distribution of such films as those in which Miss Pauline Frederick or Mr. Charlie Chaplin appear, to realise that though not impossible, it is an impractical proposition for the actual maker to undertake. The middleman is an even more essential factor in the cinematograph trade than in many other branches of industry.

But he differs from other middlemen in two respects. He buys as many copies of a particular film as he may need from the manufacturer and hires them out to exhibitors. Also, his operations are strictly limited to some clearly-defined geographical area. Thus the British rights to American films are usually bought, not by one man or one firm, but by a group of film-renting companies working together through one firm that conducts the negotiations for them.

There are of course, many kinds of film-renting companies or agencies. Sometimes it is merely a distinct branch or offshoot of a manufacturing company which exists solely to distribute the films made by the parent company. Other firms will provide picture houses with full programmes, including comedy, drama, spectacular and educational films. Yet others will specialise in one particular class of picture only.

None of them makes a practice of selling films to exhibitors. When films lose their hire value they are carefully stored away, for there may, and often does, come a time when the trend of political events, an earthquake, a fire, or some other unforeseen event, may create an immediate demand for them again. Thus even the oldest of stock possesses a potential revenue value.

On its technical side film hiring is by no means a simple business. The carefully-timed transport of boxes of films from from place to place is in itself a task that calls for skillful and efficient organisation. A picture which is being exhibited to-night at 10 o'clock may be needed by 12 noon to-morrow in a house fifty miles away. This involves a highly elaborated system of collection and delivery.

It is even more important that the film-renting company should know the type of picture that appeal to the different audiences within its area. Exclusive rights to a good picture are costly to acquire. Hence the financial value of a film to a particular film-renting company must be carefully gauged beforehand. Even the best of judges will occasionally make a mistake in this respect, and it is only by patiently acquiring detailed knowledge of the varied classes of people in the different districts within his area that the film-renting agent becomes competent to avoid these costly errors. Added to this the film service must be a source of profit to the picture house proprietor, or the latter will speedily go elsewhere, not only for his pictures, but for the expert advice he frequently needs.

On the whole, therefore, one concludes that film-renting is not a business for the novice or amateur, for it requires two kinds of capital—considerable money, and expert knowledge that is only acquired in the hard school of experience.

A. A. K.

## CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

The report of the Committee to be submitted at the third annual general meeting, to be held at the City Hall, on Thursday, April 15, says:

The Committee have held frequent meetings to discuss matters during the past year and have been in correspondence from time to time with the local Government on questions relative to Constitutional Reform and Housing Reform, in regard to which an interim report was issued to members in December last.

Since then a deputation from the Committee waited upon His Excellency the Governor upon the subject of Constitutional Reform on the 4th February, 1920, and found him sympathetic upon the questions of—

(1) The principle of election as against nomination, and

(2) The principle of a wider electorate.

His Excellency the Governor has addressed a despatch to the Secretary of State upon the subject.

Upon the Housing Reform question the President has recently been in communication with the Hongkong Government and has advocated the following measures, namely—

(i) The grant of loans at a low rate of interest to persons desiring to build houses.

(ii) The development for building purposes of the whole of King's Park, with the exception of the present golf links which would be left as an open space.

(iii) The abolition of farming in the case of the European type of houses.

(iv) The cheapening of the cost of houses by lessening the minimum heights of storeys in certain districts, and by inquiry as to the possibility of using *pisé de terre* or other cheap materials for building.

(v) The abolition of the rule whereby a site in a Rural District has to be put up to Public Auction, so as to allow of the sale of such a site to the first applicant, desiring, to build a house for his own occupation, at the Government upset price.

(vi) The release by the Government of a portion of the Pokfulam Drainage area for building purposes.

During the past three months we have to report the acquisition of 32 new members and the rejoining of 8 members, bringing up the membership of the Association to 294. The Committee look to members themselves to assist by enrolling new members and the Hon. Secretary will be glad to supply application forms for membership.

ACCOUNTS.  
A statement of accounts for the year ended December 31, 1919, is presented herewith.

H. E. POLLOCK,  
President.  
Hongkong, April 7, 1920.

RECEIPTS.  
To Balance at Bank, 31.12.19 ..... \$281.46  
To Members' Subscriptions: 1919 \$7.00 and 1919 ..... 234.00  
..... \$515.46

PAYMENTS.  
By Advertising ..... \$184.60  
By Printing and Stationery ..... 78.70  
By Postage and Postages ..... 3.78  
By Hire of City Hall ..... 75.60  
By Balance Cash at Bank, 31.12.19 ..... 174.80  
..... \$515.46

P. A. M. WILLIAMS,  
Hon. Treasurer.  
Hongkong, April 7, 1920.

## MOVEMENTS OF SHIPS.

## ROBERT DOLLAR STEAMSHIP CO.

The Hongkong manager of the Robert Dollar Steamship Company, Mr. Gunn, which colours operate ships under both the British and American flags, reports that the s.s. "Harold Dollar" is due here from New York, via ports on April 14th, loaded with general cargo.

The s.s. "Higbo" is in port discharging 5,800 tons of coal at Wan-chai, brought down from Chio-Wan-Tao, North China. This steamer will leave Hongkong for San Francisco, on or about April 15.

The Shipping Board coastal "feeder" service, operated by this Company from Hongkong, is now in full swing, and with 4 steamers of 5,000 tons each in constant operation, will supply ample cargo for Trans-Pacific transport. The four coastwise and inter-island steamers are, the "Cadareta," "Glymont," "Lake Farrar," and "Lake Onawa." Ports called at by these ships are: Hongkong, (terminal), Saigon, Singapore, Samarang, and Soerabaya, returning by the same route.

This Company is going to establish a branch office in the heart of the Chinese business section of Hongkong for the accommodation of Chinese shippers, as soon as office space is available.

## BARON ROTHSCHILD, DEAD.

New York, February 12.—A report of the death of Baron Edmond de Rothschild has just been received from Paris by the Zionist organization of America, according to an announcement made by the organization here. Baron Rothschild was 74 years old and the head of the French branch of the famous banking house.

The activities of the late Baron in helping Jews from Russia and Rumania to establish colonies in Palestine made his name widely known. His most successful achievements in the Holy Land were the founding of Petach Tikvah and Rishon Le Zion colonies, noted for their grape growing industry. As an aid to his colonists he established his famous wine cellars in the latter colony, from which some of Europe's finest wines are supplied. As an educator, Baron Rothschild left the Jewish world Mikvah Israel, a great agricultural school in Palestine.

The American Zionist medical unit was given a large share of the late Baron's support in recent months. A hospital he had established in Jerusalem was turned over to the unit recently, and through Supreme Court Justice Brandeis, honorary president of the Zionist organization of America, a fund of \$60,000 also was given by Baron Rothschild for medical work in Palestine.—*San Francisco Chronicle*.

## LATEST SHIPPING NEWS.

## ARRIVALS.

The s.s. Stentor, Capt. Wm Cosker, 4,308 tons, arrived yesterday at 4 p.m. from Singapore with 1,500 tons of general cargo.

The s.s. Hangchow, Capt. McEachran, 999 tons, arrived yesterday at 5.30 p.m. from Wei Hai Wei with 573 tons of general cargo.

The s.s. Tacoma Maru, Captain Narita, 5,877 tons, arrived yesterday at 7 p.m. from Nagasaki with 17 bags of mail and 238 tons of general cargo.

The s.s. Chong Ya, Capt. Michaloff, 558 tons, arrived yesterday at 12 noon from Haiphong with 3 bags of mail and 950 tons of general cargo.

The s.s. Amakusa Maru, Capt. Kobayashi, 370 tons, arrived yesterday at 7.30 a.m. from Swatow with 1000 tons of general cargo and several bags of mail.

## DEPARTURES.

The s.s. Pheumpenh, Capt. Hamilton sailed for Saigon at 10 a.m. today with 700 tons of general cargo.

The s.s. Empress of Asia, Capt. Halley sailed for Vancouver via Shanghai at noon today.

The s.s. Unnam Maru, Capt. Onchi, sailed for Saigon at noon today with 800 tons of general cargo and kerosene.

The s.s. Changchow, Capt. Partridge, sailed for Bangkok via Hanoi at 10 a.m. today with 700 tons of general cargo.

The s.s. Hain-Ping An, Capt. Novik, sailed for Newchwang at 7 a.m. today with 1,300 tons of general cargo.

"WALLA-WALLA" LAUNCHES.  
Phone No. 3516.

## TO-DAY'S NEW ADVERTISEMENTS.

## WANTED.

WANTED.—By British Merchant house, European youth to learn Office work. State salary required.

## CONSTITUTIONAL REFORM ASSOCIATION OF HONGKONG.

THE THIRD ANNUAL GENERAL MEETING of the above Association will be held at the City Hall, on THURSDAY, the 15th April, 1920, at 8.30 P.M. for the following purposes:—

To receive the Report of the Committee and Statement of Accounts to 31st December, 1919.

To elect the Officers and Committee for the ensuing year.

H. B. L. DOWBIGGIN,  
Hon. Secretary.

## NOTICE.

THE BUSINESS of an Auctioneer, Surveyor and Appraiser, hitherto carried on by the undersigned under the style or firm name of "GEO. P. LAMBERT," will, as from this date, be carried on by the same parties under the style or firm name of "LAMBERT BROS."

Dated 7th day of April, 1920.

GEO. P. LAMBERT.

H. A. LAMBERT.

## NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

DURING my absence from the Company, Mr. JAMES W. GRAHAM, will act as Chief Manager of the Company.

By Order of the Board of Directors,  
R. M. DYER,  
Chief Manager.

Hongkong, April 6, 1920.

## TAKE CARE OF YOURSELF.

If you want a clear head and good digestion you must not let your bowels become clogged with poisonous waste from the body, as is always the case when you become constipated. Proper food, an abundance of water and plenty of outdoor exercise should keep your bowels regular. When that fails you should take Chamberlain's Tablets. They cause a gentle movement of the bowels and are easy and pleasant to take. For sale by all Chemists and Storekeepers.

You've heard her on the Victor.

See her on the Screen

## GERALDINE FARRAR

the world-famous operatic Star

— in —

Goldwyn's Gorgeous Photoplay

## "SHADOWS"

A drama of Eastern days and

Alaskan nights

in 6 parts

Also

Another first-rate SNUB Comedy

"LOOKING FOR TROUBLE"

and

an exceedingly interesting

PATHE NEWS.

Super-production prices.

THE CORONET.

## NOTICES.

SPECIAL SHOW  
of  
VOILE AND NET  
DRESSES AND  
BLOUSESSunshades in Georgette, Silk  
and Cretonne.

WARS come and go, peace dies and is born again, but through all the changes and chances of life we have always the one reality that can bring close to us the Ideal—the Eternal Feminine—the centre, not of gravity, but of attraction, holding the secret of love and the charm of loveliness. Poets of all time and clime have hung round her the airy, fairy fabrics of imagination, and in these later years we have materialised these fancies into facts so that Woman can cloth herself and her daughters in garments whose use does not prevent them from being ornamental.

LANE, CRAWFORD &amp; CO.

COLUMBIA  
GRAFONOLAS AND RECORDS

SUPPLY YOU

WITH MUSIC FOR EVERY MOOD

CLASSICAL,

OPERATIC,

SONG, and DANCE.

THE ANDERSON MUSIC COY.

THE "COLUMBIA" (SHOP)

16, DES VŒUX ROAD CENTRAL.

TEL. 1322.

## NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to  
No. 161, Des Vœux Road Central, (next to  
Sincere Co., Ltd.)

BREEZY GARAGE,  
Phone 2422.

Hongkong, April 5th, 1920.

## NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manufacture. Try it.

Rependant Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

## COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.



## "D.C.L." MALT EXTRACT

with

COD LIVER OIL

Is made from the finest selected barley and malted with the greatest care on the Company's own premises by the most scientific methods of manufacture.

THE DISTILLERS COMPANY, LTD.

EDINBURGH

Price per 1 lb. jar ..... \$1.00

" " 1 lb. jar ..... 1.00

SOLE AGENTS—

GANDE, PRICE & COMPANY, LTD.

Tel. No. 122.

5, QUEEN'S ROAD, CENTRAL.



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

## SAILINGS.—

To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)  
From Macao daily at 8.30 a.m. and 9 p.m. (Sundays at 9 p.m.)

Police permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Theodor & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

## S.S. "BOLTON CASTLE"

Sailing Beginning of May.

## LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE

via SINGAPORE PENANG AND COLOMBO.

## S.S. "INNSBRUCK"

Sailing on or about the April 29th.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAVA.

## S.S. "SAMARANG MARU"

Sailing on or about 25th April.

## OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYUN KAISHA.)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN

PORTS with transshipment at CALCUTTA.

in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

## IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.  
(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

## O. S. K.

## OSAKA SHOEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG.

BURG—Monthly direct service via Singapore and Port Said.

HAVANA MARU—Tuesday, 4th May.

BAVRE MARU—Tuesday, 8th June.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

SEATTLE MARU—Tuesday, 15th June.

SEATTLE MARU—Middle of July.

BOMBAY & COLOMBO—Regular fortnightly service via S. Pore.

BURMA MARU—Wednesday, 14th April.

SIAM MARU—End of April.

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ARABIA MARU (Call Shanghai)—Thursday, 8th April.

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SHANGHAI AND TIENTSIN—KANCHOW—April 16 at 4 p.m.

SWATOW & BANGKOK—KANCHOW—April 16 at 4 p.m.

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S.S. WEST HIKA—April 15. S.S. WEST HIKA—April 17.

S.S. VINITA—May 15. S.S. VINITA—May 17.

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Empress of Japan—July 20 Aug. 10

Empress of Asia—July 29 Aug. 18

Monteagle—Aug. 12 Sept. 5

Empress of Russia—Aug. 28 Sept. 13

Empress of Japan—Sept. 14 Oct. 5

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Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All material for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.  
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Alterations and additions to Advertisements on Pages 2, 3, 5, 7, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11 30 a.m.

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16, Des Voeux Road.

Telephone 29.

## CLUBS WITHOUT WOMEN, PLEASE!

Clubs, Freemasons' lodges, and monasteries are the only places left where man can get complete immunity from feminine society. But if the woman novelist who addressed the Aldwych Club the other day has her way, men's clubs will be thrown open to women.

But why do men pay heavy entrance fees and subscriptions for the purpose of congregating together in monastic-like establishments?

It is not for mere physical comfort. They can probably be quite as comfortable at home. It is not primarily to meet their fellow men or to play games or to get good food. All these things they can obtain elsewhere.

The real reason why clubs were established was to escape from women.

Ungallant as it may sound to say so, there are times when every man wishes to get right away from the propinquity of women. The most devoted of husbands, the most ardent of lovers, has, if he is a normal man, this recurring desire.

Even the society of the loveliest woman on earth would, in these moods, fail to attract him when set in the balance with a quiet dinner at the club in a favourite corner, either alone or with one or two cronies with whom he can be just himself, without any effort on his part of entertaining or being entertained.

Women have clubs of their own—very pleasant places, too, many of them—but they have never been able to reproduce the true club idea. The atmosphere is lacking. It is too restless, too artificial. The members are there to see and to be seen. The reception-rooms, with their buzz of conversation and beautifully attired women, have all the appearance of an afternoon party.

A man's club is his sanctuary. In it he can do as he likes. If he wants to talk he can find a friend to chat with or he can sit silent without being considered unmanly or dull. He can relax in the true sense of the word.

The presence of women destroys the whole thing. It introduces a new and unnatural standard. From the earliest times men have banded themselves together into clubs from which women were rigidly excluded. In the Stone Age men met together in a convenient cave to eat an ichthyosaurus steak in peace and amity without their women-folk. If women are wise, they will not try to eradicate this age-long, essentially masculine trait.

Much as we love them, there are times when we like to escape them. Whatever they take let them leave us our clubs.

## STRIKE INCO LOMBO HARBOUR.

TEN THOUSAND COOLIES DEMAND MORE WAGES.

According to the Ceylon Observer of March 10, generally speaking, about 10,000 coolies are engaged in the shipping and coaling works in the Colombo Harbour. All these men, says our Colombo contemporary, except 100 or so shipping coolies, are out on strike from early this morning, complaining of the high cost of living. The coal coolies alone amount to 5,000 men, and not one of them went to work after 6 a.m. to-day. The long row of coaling jetties and the coal grounds at Kochchikadee look deserted. The police and the Customs watchers were guarding the entrances to the coal grounds. The coal coolies were seated near the Victoria Jubilee Fountain opposite the Chalmers Granaries along Reclamation Road and in large numbers in Kochchikadee.

"What are your grievances?" asked a representative of this paper, who had a chat with the men at Kochchikadee.

The men replied: "The coal coolies are men come from Galle, Matara, Wattala, Peliyagoda, Kelaniya, Wana-wala and several other places. The majority live in Colombo. They are independent coolies and they are not under an agreement to work under anybody. They work under any coal contractor on any day they like and take their wages in the evening. Whenever they want, they work; and they can keep away any time they like."

"That was not your grievance," the Press man interrupted, when the coolies said: "When good rice was 12 cents a measure, we earned Rs. 2 as coal coolies. Now the price of rice alone, not to speak of other commodities, has gone up to 40 cents a measure, but our wages remain the same. Two coal contractors pay the coolies at Rs. 2 per day (6 a.m. to 6 p.m.) and others Rs. 1.25, Rs. 1.50 and Rs. 1.75 so on. Out of the day's wages, 5 cents is deducted as church money and rice is given to them at cents 40 and 45 a measure by the contractor. For night work 25 cents extra is given. Working on Sundays and holidays is the same as on ordinary days. No bonus or allowance is ever given to us. We get work for 10 to 12 days a month, or the most 14 days. With these wages we are unable to support our families and live."

The men said that they want the price of rice and curries to be reduced to the prices that prevailed in pre-war time. If this could not be done, they want their wages to be increased by 50 per cent. and double rates for night and Sunday work. They have demanded high wages from their employers, who have refused to give them on the ground that they did not get anything extra for their contracts. The men said they struck work owing to the high cost of living and not in sympathy with the railway workmen. They would resume work when their demands are attended to. A subsequent message from Ceylon states that the strike is finished and the men have resumed work.—*Pining Gazette.*

## NEWS FROM HOME

A ROCKY ROAD.

(From Our Own Correspondent)

LONDON, Feb. 10.

With the exchanges performing strange "stunts," our business man is in a more dubious frame of mind than ever before. The only thing he is prepared to say for certain is that prices of commodities generally will rise still higher. The ordinary consumer, on hearing that, puts advertisements in *The Times* asking for guidance as to the best place to go to on this world's surface to escape from the "new order of things" that the Prime Minister promised us with such satisfaction a few months ago.

But seriously, we are going through bog holes of perplexity as worrying to most families as were the experiences of five years when members of almost every household were negotiating "No Man's Land" at personal risk.

What is the situation? We have an enormous supply of paper money and high wages for labour with a shorter day. The result is they are relatively better off, while others, except the war-enriched profiteers, are infinitely worse off. Demand consequently continues far in excess of supply. The multitude wants the best "and damn the expense."

Motor car salesmen tell me they used to be able to tell a likely buyer on sight. Now the same man walks and the unlikely looking visitor is the heaviest buyer. I heard of a miner's house where there are two sons as well as the father in full work. They are taking £40 to £50 into that small dwelling every week. What could they get to show their luxury? They bought a piano, though no one could play it. Rivalry began in the locality, so they bought another one. Then a bright idea struck them. They took the inside out of one of them and used the case as a coal box. [This smells of propaganda.—*Ed. C.M.*]

## SOLUTIONS?

That twin cause—excess of currency and excess of extravagance—is mainly responsible for the condition of Europe. Nobody, speaking broadly, wants to settle down to work. Loans, doles, subsidies, official appointments and "breathing spells" have taken the calibre out of thousands in this country and in others.

Governments are setting the evil example by continuing to spend more than is coming in. France and Italy are especially profligate and yet are rather sore that additional credits are not flowing to them. The Near Eastern countries are waiting to a large extent on the bounty of the Allies. Cultivation has decreased in them all, but they say "What does it matter. England will see us through." But as a matter of fact we have enough difficulties of our own to handle, in addition to the heavy credits already given for the prosecution of the war.

The main solutions are clear—stop borrowing and get to work with production.

## AID WITH RAW MATERIALS.

I have been mixing this last few days with the leading men of industry and finance in this country. They are singularly alive to the fact that the standard of living must be improved on a lasting basis. They are sympathetic to the reasonable demands of labour as never before. But they contend that if there is to be higher pay there must be increased efficiency. Otherwise they see a fall into depression after the present home demand is exhausted proportionate in severity to the altitude already reached.

The spectacle of the plight of Germany and Austria and the danger of the exchanges gradually affecting France and Italy in the same way with the risk of internal disturbances that would react to some extent on this country—move them to try and devise some means of stopping the deterioration.

Accordingly they are in favour of supplying to countries that are in extremely raw materials for their manufactures. The labour on these should be paid for and the finished products taken back and used by the lenders as exports. Payment should be made to the assisted nation with more raw material.

## THE BEST FIELD.

Sir Arthur Steel Maitland, who was at the head of the Overseas Trade Dept. at the outset, in a survey of the potential markets of the world, makes a fleeting reference to the hazy possibilities in China and the great field of South Russia, provided a decent government were available, but for the immediate present recommends concentration on Brazil, because of the fact that its resources have only just been scratched and it "will be a great supplier of raw material in the future." The burden of his advice to manufacturers is

## THE Y.M.C.A. CONFERENCE

YUNNAN REPRESENTATIVE IN SHANGHAI.

FULL UP.

Meanwhile there is certainly no doubt about the abnormal home demands. It permeates everything that is expensive—and what is not? We have record supplies of wine in the ports, but the record prices remain in the wine list. We have our cold stores, warehouses and docks choked with tea and meat and grain and wool, but all these things are almost as scarce as in war time and at higher prices, partly because the transport machinery has "gone to pieces," but also because people are exercising no restraint.

If you really want a shelter for your head you pay the agent for a start, in order that he may be civil and consider you at all. Then you pay fifty or a hundred per cent. more than the normal rent, plus a few hundred pounds premium for the privilege of getting in. I asked a woman owner of a house the other day what she wanted so many hundred pounds premium for, in addition to an exorbitant rent. "Because," she said, "I have painted the place and papered the walls," she said, with a pronounced German accent. I taxed her with being German. She said she was Austrian and the English were all wrong in the war and now were getting their punishment. "I saw to it that she did not exact punishment from me."

## OPTIMISM.

But in spite of all this we are really optimists wherever our enemies may say. We shall win through. Already there is a far better recognition of the situation in many quarters between masters and men. In some big works the directors and the spokesmen of the men hold monthly conferences and thrash out their works' troubles face to face. It acts splendidly on both sides. Reasonable demands are conceded and conditions are ameliorated. The men take a greater interest in the avoidance of waste.

From that we may get down to pre-times to spur the idea—to a realisation that we must work and produce more. Responsible labour men are showing signs that they do realise this. The task is to get it down to the mass, on whom the poison-gases of the agitators play continually. Given a tolerable unity, the signs are all in favour of such work made for us that we shall speedily regain our lead in the world's commerce.

The advantage of America has been great, but the fall of the value of the \$ in New York, along with the fall of the Continental currencies, is killing her export trade. We shall not be able to buy from America for the future anything but essentials, until the purchasing power of the \$ improves. I have seen for myself many cables cancelling orders for American goods.

## THE SPORT ATTRACTION.

Over half a million people witnessed last Saturday's leading football matches. That will give some idea of the "draw" that sport has for the people to-day. With more leisure for the workers this seems destined to increase still further this summer. Many large firms are encouraging it and their entrance passages are thick with notices of clubs for cricket and tennis in course of formation. There seems to be some danger of it being overdone, especially if it resolves itself into millions watching while a few professionals play.

## REVELATIONS?

The loss of so many brave sons has naturally made thousands of families more interested in the question of whether the dead can communicate with the living. Sir Arthur Conan Doyle, Sir Oliver Lodge and others have long been strongly on the affirmative side. Now comes a Lancashire parson named Vale Owen with a long series of "revelations," describing the scenes and experiences in the world beyond. They certainly are beautiful in parts, with some literary skill, and as one great man said of them the other day, they will doubtless "give consolation to thousands." But they don't satisfy the analytical mind. They tell us of trees and music and so forth, of men at work and at play. They also describe how the owner of a dog is reunited with her pet, which died previously to herself. But the sceptical says the parson has merely written down what his sub-conscious self dictated according to what his own conception of Heaven is like. He himself says he wrote under inspiration, without any effort of his own at all. Sir Oliver Lodge says he sometimes thinks those who have died see this world from another angle, and this he thinks may account for the earth-like descriptions of scenery the Rev. Vale Owen says he was irresistibly compelled to write. Anyway, Lord Northcliffe, with his accustomed eye for sensation, has given the

parson the use of his papers for the publication of the "revelations" and so the interest is being wrought up with much dexterity.

## MILD WINTER.

Seldom do I remember such a mild winter. We have hardly had any frost at all, but we have had much moisture and wind. Passengers across the Atlantic have had unexampled rough times and several great ships have been delayed by the hurricanes. As I write there is a touch almost of Spring in the air, and the buds are showing in the gardens. That gives the pessimist another chance, for he promptly predicts that this unreasonable mildness will be productive of advanced blossoms, probably to be nipped by late blasts and frosts. However, things seldom happen here as ill as the prophets foretell—a declaration of experience that may be applied both to the weather and our conditions generally.

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## WHERE THE WORLD CRACKS.

HUGH FISSURE IN ALASKA.  
(By G. BASIL BARHAM, C.E.)

The report of the expedition sent out to explore the region devastated by the eruption of Mount Katmai in Alaska is likely to prove of immense service to science. It is at any rate replete with interest and throws considerable light on the causes and the effect of the mightiest volcanic outbreak in the history of mankind. The eruptions that destroyed Pompeii and St. Pierre, and the cataclysm at Krakatoa have been completely dwarfed by the Alaska disaster in which six square miles of mountain range were literally blown away to a depth of 5,000 feet.

The expedition which was in charge of Professor R. F. Griggs, of the Ohio University was sent out by the National Geographic Society, and not only was the actual scene of the outbreak explored but the whole district was surveyed and examined in order to see what light could be thrown on the disaster itself, and how much could be added to human knowledge of volcanic and other seismic phenomena.

A CHANGED COUNTRY.  
It will be remembered that the volcano of Katmai is in the Aleutian range in Alaska. It became eruptive on June 6, 1912, continued in a state of colossal activity for about three days and was still somewhat active in the following October. It devastated an area of 10,000 square miles, involving tremendous changes of climate and geographical features. To-day it is still sending forth vast clouds of steam.

Eyewitnesses who saw the outbreak from a distance say that the eruption threw up a mass of ash and pumice five cubic miles in volume. It is known that the force of the principal explosion deposited ash 900 miles away, and sent a cloud of dust 40,000 feet high into the upper atmosphere all round the world. So violent was the eruption that there was no lava, or molten rock, as usual, but all the matter was blown into pumice and ashes.

It is stated that chief among the discoveries made is that the whole of Alaska from southwest to northwest is split by a smoking fissure, through which the internal fires of the earth are escaping. This fissure is at least 1,000 miles long, running from the Aleutian Islands, which are a chain of volcanoes, into the heart of Alaska, and thence probably to the vicinity of the North Pole.

THE EARTH SPLITTING.  
A somewhat similar fissure, running at a slightly different angle had been known to exist and was, as a matter of fact, explored by Professor Griggs during a previous visit, but the new fissure underlies the valley northwest from Katmai Pass toward Naknek Lake, and has been named Naknek's Fissure. Steam issues from the fissure for miles and other and less important fissures extend in various directions. Katmai Volcano stands at the junction, or rather, is an extension of the great Aleutian fissure which is from first to last but little short of 1,000 miles in length.

It appears from the report that the exploring party discovered, amongst other things, a mud river over 17 miles in length and passed another, a bright coloured red mud which although shorter was of such a depth that it could not be plumbed by a weighted steel wire of 1,000 feet in length. They mapped out altogether about 1,600 miles of hitherto unexplored country and during the journey 2,000 photographs of the volcanic region were taken and an immense collection of plants, insects, birds and geological data obtained.

OTHER ERUPTIONS DWARFED.  
In his report Professor Griggs says: No one who has not visited the district can form any adequate conception of the stupendous cataclysm that occurred. This Katmai explosion is easily to be ranked among the first dozen known within historic times. Previously Krakatoa had held first place in the ranks of most, but the quantity of material thrown out by Katmai was so much greater as to put it in an altogether different class. The whole island of Krakatoa could be dropped in the crater of Katmai. An eruption like this in an uninhabited district seems unimportant in comparison, for example, with that of Pelée with its appalling loss of life. Yet there may have been in the present case tornadoes of far greater than that which overwhelmed St. Pierre, killing 25,000 people, but the destruction by other agencies was so great as to leave little evidence of them if they occurred.

It is curious to note that although the eruption produced absolute devastation on the Alaskan mainland for a space of thousands of square miles around Mount Katmai, its effect at certain distances was surprisingly different. On the island of Kadiak, which is about 100 miles from the volcano, the eruption proved a blessing. The island was covered with a deposit of ash varying from 15 inches to one inch thick, but this had the effect of killing the weeds and encouraging the growth of richer blue top grass of greater value. The island is now covered with a more luxuriant growth than ever before, and cattle and sheep are heavier and increase more rapidly in size and weight.

JETS OF STEAM.  
Speaking of the first view of the crater Professor Griggs says that about half the bottom was occupied by a wonderful blue and green vitriolic lake, with the crescent-shaped remains of an ash-cone near the middle. In the larger end was a circle of lighter coloured water, which was in continual ebullition. Around the margin were a thousand jets of steam of all sizes issuing from every crevice with a roar like a great locomotive when the safety valve lets go. On the far side, close to the water, were two large, bright yellow spots of sulphur, while in two angles of less activity there were snow-fields.

During the journey Professor Griggs located a new uncharted active volcano, which he named Mount Martin, throwing up a column of steam a mile high. He reached the conclusion that this new volcano came into being at the time of the great eruption. Several other active volcanoes were also discovered. Scientists will be interested to note that in the report it is said that enormous floods followed long after the eruptions of the Katmai volcano. These floods gave the expedition much concern and had much to do with the obliteration of the landscape. Although various possible causes were investigated, the expedition returns with no explanation of the cause or origin of the floods.

It would appear, however, that the whole character of this part of the country has been altered, and as there are still occurring explosions at Mt. Katmai, and the vents are still active, floods in the Alaskan peninsula may continue for an indefinite period.

THE OVERWEIGHTED ARCTIC.  
Commenting on the report a leading scientist considers that the fissure of the earth's crust running through the Aleutian Islands, on which so many active volcanoes stand, the extension of which through the Alaskan Peninsula has been announced by Dr. Griggs, is perhaps the most peculiar and alarming phenomenon in the whole surface of our planet. In the absence of any other cause for the opening of the fissure, it is most reasonable to suppose that it is the result of the constantly increasing weight of the polar ice cap, due to our lengthening winters.

Several years ago Abbe Moreaux, director of the Bourges Observatory, France, after a study of the sun's face forecast a series, though not perhaps quite unbroken, of 26 hard winters. His forecast to date has been amply verified. Ice and snow have so piled up in the Polar Circle that our several expeditions have been as many years trying to get out, and one has not been heard from for over a year. It is obvious, if my assumption is correct, that the Alaskan fissure will continue to increase in direct ratio with the increase of ice weight and that other volcanic explosions will follow in that section as internal gas forms.

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On 13560 days sight ...



## WEATHER REPORT.

April 6d. 12h. 48m.—No return from Japan and Vladivostok.

Pressure has increased slightly over Amoy and the south coast of China, and decreased slightly elsewhere; the anticyclone has weakened.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.55 inch. Total since January 1st, 6.40 inches, against an average of 7.59 inches.

Forecast for the 24 hours ending at noon on the 8th.

- 1.—Hongkong to Ger. Rock. N.E. wind, fresh; fair.
- 2.—Formosa Channel. The same as No. 1.
- 3.—South coast of China between Hongkong and Lamook. The same as No. 1.
- 4.—South coast of China between Hongkong and Hainan. The same as No. 1.

## ROYAL OBSERVATORY.

## HONGKONG, DAILY WEATHER REPORT.

APRIL 8, 1920.—a.m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Wind. Weather.
Vladivostok	6a.						
Yokohama	6a.						
Shanghai	6a.						
Kobe	6a.						
Koshi	6a.						
Nagasaki	6a.						
Kagoshima	6a.						
Oshima	6a.						
Mitsushima	6a.						
Yokohama	6a.						
Battle Island	6a.						
Wakushima	6a.	30.23	48	53	W	4	b
Hankow	6a.						
Ichang	6a.						
Shanghai	6a.	30.25	46	94	W	1	b
Changsha	6a.	30.18	46	87	W	1	b
Guangzhou	6a.	30.18	56	69	W	4	b
Sharp Pk.	7a.						
Amoy	6a.	30.28	58	39	ENE	1	b
Swatow	6a.	30.28	58	39	ENE	1	b
Taihou	6a.	30.28	58	39	ENE	1	b
Taipei	6a.	30.28	58	39	ENE	1	b
Tainan	6a.	30.28	58	39	ENE	1	b
Koshan	6a.	30.28	58	39	ENE	1	b
Shanghai	6a.	30.28	58	39	ENE	1	b
Canton	6a.	30.28	58	39	ENE	1	b
Hongkong	6a.	30.28	58	39	ENE	1	b
Casp Rock	6a.	30.28	58	39	ENE	1	b
Kasao	6a.	30.28	58	39	ENE	1	b
Wanchow	6a.	30.28	58	39	ENE	1	b
Shanghai	6a.	30.28	58	39	ENE	1	b
Shanghai	6a.	30.28	58	39	ENE	1	b
Shanghai	6a.	30.28	58	39	ENE	1	b
Shanghai	6a.	30.28	58	39	ENE	1	b
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Shanghai	6a.	30.28	58	39	ENE	1	b
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Shanghai	6a.	30.28	58	39	ENE	1	b
Shanghai	6a.	30.28	58	39	ENE	1	b
Shanghai	6a.	30.2					